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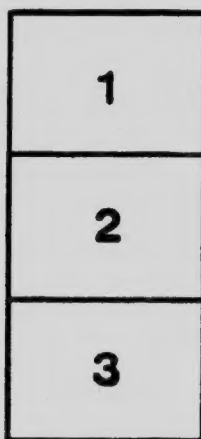
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# WHY THREE DREADNOUGHTS?



1914  
THE MODERN PRESS  
OTTAWA

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# Synopsis of Argument

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Since the battle of Trafalgar there has been great progress in the development of battleships. This advance has been most rapid in recent years. The advent of the "Dreadnought" in 1905 revolutionized battleship construction, as all the nations suddenly realized that previous fighting ships had comparatively little value. During the past ten years, each successive annual program has produced a more powerful type of battleship. The "Queen Elizabeth" now building, will, when completed, be the most powerful fighting unit in the world. Ships of such a character were what was referred to by Clause 10 of the Admiralty program which read:—

**"The Prime Minister of the Dominion having enquired in what form any immediate aid that Canada might give would be most effective, we have no hesitation in answering, after a prolonged consideration of all the circumstances, that it is desirable that such aid shall include the provision of A CERTAIN NUMBER OF THE LARGEST AND STRONGEST SHIPS OF WAR which science can build or money supply."**

Hence, Canada's contribution to be of real value should be in ships as above described.

The British Empire is wide flung. Generally speaking, the fleet which protects it may be divided into the Home, the Mediterranean, and the World Wide fleet. Britain's Home fleet must be maintained at a strength of 50% superiority over her next strongest possible enemy. In order to do this Britain, during

the past five years, has doubled her expenditure on naval construction and has been compelled to rely upon France for guaranteeing the security of the Mediterranean trade route. Yet she has been forced to practically denude the Empire of fighting ships.

Great Britain does not ask the Dominions to contribute towards her home defence, but she would welcome their participation in the task of protecting the possessions overseas. Mr. Churchill proposes an Imperial Fast Battleship Squadron based on Gibraltar, composed in part of ships contributed by the Dominions. Here he would station Canada's three Battleships. They would strengthen the defence of the Empire, protect Canadian trade crossing the Atlantic, and safeguard against every possible attack, the eastern coast of our Dominion.

The lecture which follows pursues the argument as above set forth.

OTTAWA, APRIL, 1914.

## WHY THREE DREADNOUGHTS?

### **H.M.S. "Victory" in Portsmouth Harbour.**

One of the most interesting sights in the Harbour of Portsmouth is Nelson's famous ship, the "Victory," still doing duty as the flagship of the Commander-in-Chief. Although more than a century and a half have passed since this battleship was built, her timbers are still staunch and she is yet in daily use as a training ship.

### **The "Victory" in 1935.**

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Nelson's line-of-battleships were of wood, propelled by sails and armed with smooth bore guns. They depended for success on close range fighting, on their ability to deliver, and to withstand punishment.

### **The battle of Trafalgar.**

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Nelson won the battle of Trafalgar by piercing the enemy's line at its centre and then raking the opposing vessels with both his broadsides. Having destroyed the centre he smashed the wings. It was at close quarters that the combat was finally decided.

### **H.M.S. "Wanderer" 1860.**

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The "Victory" was fifty years old at the time of the battle of Trafalgar, and, for half a century after that famous sea-fight, there was comparatively little change in battleship construction. Modern battleship history may be said to commence with the Crimean War, when, for the first time,

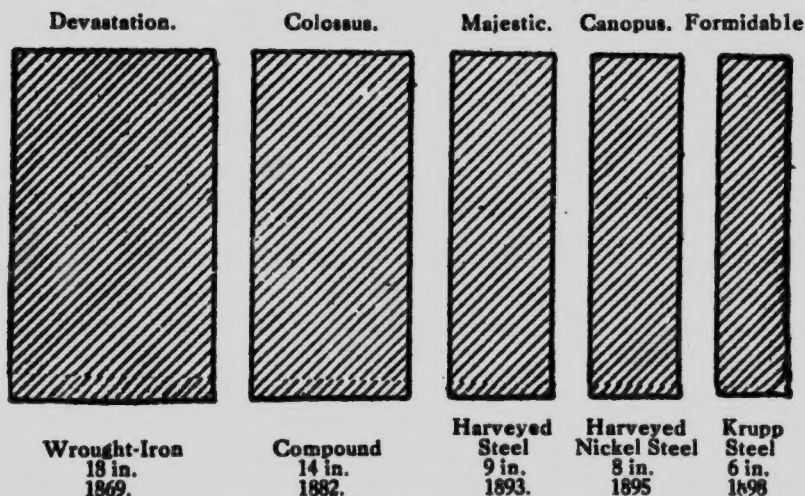
ships propelled by steam were used. The "Wanderer" was the last sailing ship of the British Navy. About the same time, between 1850 and 1860, iron replaced wood as a material for the construction of hulls.

## ARMOUR.

But the vulnerability of an iron vessel soon became apparent. The memorable contest between the "Monitor" and the "Merrimac" during the American Civil War ushered in the new era of battleship building. In this engagement, **the value of protective armour was demonstrated.** After 1863 we find battleships being given a complete belt of iron armour. From that time onward the never ending rivalry between the armour and the gun has continued.

### Diagram showing Progress in Armour

*[Reproduced by kind permission of Navy League.]*



The diagram shows equivalent thicknesses of the various kinds of armour in use at the various dates: thus 6 in. of Krupp steel is about equal in resistance to 9 in. of Harveyed and 18 in. of wrought-Iron.



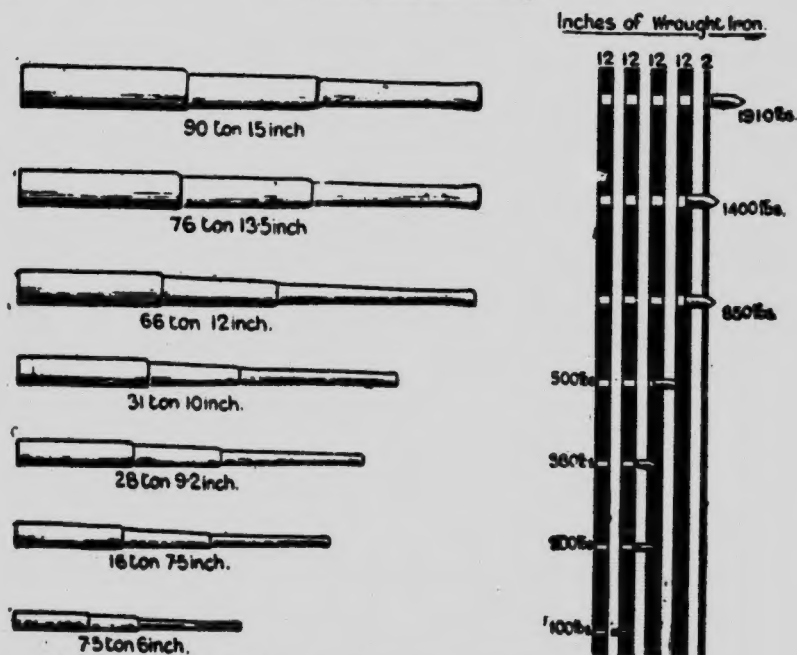
There has been of late years great **improvement in protective armour**. The "Devastation" in 1869 carried a wrought-iron belt 18 inches thick. This made so great a weight that one-third of her displacement was accounted for by her protective covering. Improvements in armour followed until the Krupp steel plate, six inches thick, in use to-day, offers as much resistance to a projectile as is afforded by a plate of wrought iron 18 inches thick, such as was used forty years ago.

## GUNS.

As the defensive capabilities of armour in-

B

### PRIMARY ARMAMENTS.



### PENETRATING POWER OF MODERN GUNS AT 2000 YARDS RANGE.

*(Reproduced by kind permission of the Navy League)*

The figures in inches under the gun diagrams above refer to the bore of the weapons (e.g. the diameter inside the barrel). The figures in pounds refer to the weights of projectiles.

creased, more powerful guns were sought. The old 90-gun-ship had smooth bore cannon. She could discharge a broadside of many guns but they were ineffectual except at close range. About the time that armour protection came into use the rifled cannon was also invented.

From year to year the size and power of these guns has grown: a six inch gun at three miles range will pierce twelve inches of wrought iron, a 9.2 inch gun will pierce 24 inches, while a 12 inch gun will penetrate 36 inches of wrought iron; and since one inch of Krupp steel offers resistance to a projectile equal to that of three inches of wrought iron, nothing short of a 12 inch rifled gun, at three mile range, can pierce a modern armour belt 12 inches thick.

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**Testing a Big Gun  
at Elswick.**

The question is sometimes asked how it is that, as there has been no great naval war since the era of modern battleships began, the relative value of armour and gun can be determined.

**A Plate Struck by  
a Projectile.**

The knowledge we have on these matters comes mainly from the experiments carried on continually by the manufacturers of armour plate and naval artillery. The firm of Armstrong-Whitworth, for example, have proving grounds at Elswick where the big guns are tried out and where the armour plates are likewise tested. A pro-

**Back View of Plate  
after being hit.**

jectile is fired at close range at an armour plate—and the results—as shown in the accompanying views are carefully noted.

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## **THE PRE-DREADNOUGHTS.**

**H.M.S. "King  
Edward VII" Com-  
missioned 1905.**

From 1885 to 1905 the prevailing idea in naval construction was to equip a battleship with a diversified

armament. There were usually four big guns in two turrets, with smaller guns of varying power more or less exposed. It was expected that each differing class of ordnance would be used according to the character of the enemy engaged. Of this type, such

**A "Lord Nelson"  
(H.M.S.  
"Agamemnon.")**

vessels as the "King Edward VII" and the "Lord Nelson" were the finest examples. Until the "Dreadnought" ap-

peared upon the scene they were regarded, by all the nations possessing navies, as the unquestioned type for a line-of-battle ship.

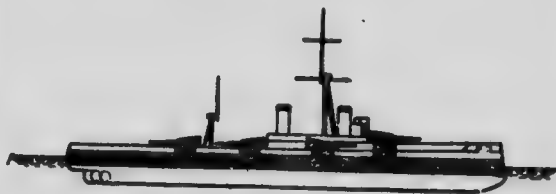
## **THE DREADNOUGHT.**

**H.M.S. Dread-  
nought at anchor.**

In 1906, the "Dreadnought" was commissioned. She represented a radical departure

from the hitherto accepted type. She was what is known as an All-Big-Gun ship.

THE PROTECTIVE ARMOUR  
OF A  
BATTLESHIP



HMS "DREADNAUGHT"

BELT - 6INS FORWARD, 11INS AMIDSHIPS, 4INS AFT  
DECK - 2½ TO 1½ INS  
SIDE ABOVE BELT - 8INS  
BULKHEADS - OF KRUPP STEEL  
TURRETS - 11INS

The Dreadnought carried ten 12 inch guns, eight of which could be fired on either broadside. She had 11 inch armour amidships and around her turrets and she was able to steam at the rate of 22 knots per hour.

*The Evolution of Armaments.*

4. 12" 4 9" 10. 6"



1904.

"KING EDWARD VII."

10 - 12"



1906

"DREADNAUGHT"

Comparing the deck plans of the "Dreadnought" and her immediate predecessor, it will be seen that the broadside fire of the former includes eight big guns while that of the latter has but four big guns.

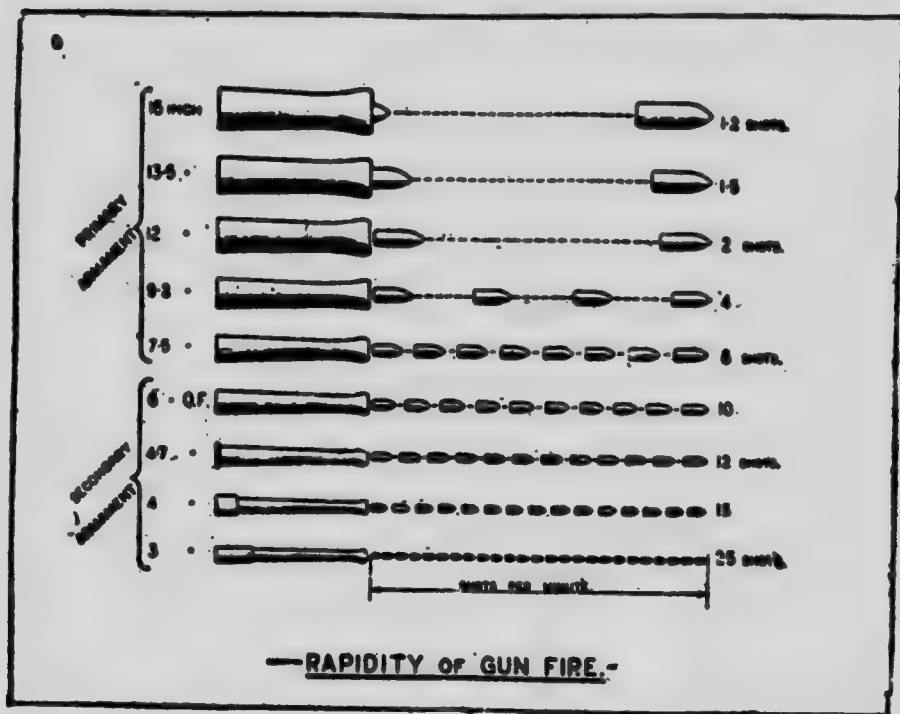
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**Imaginary conflict between "Dreadnought" and "Lord Nelson."**

It was a revelation to naval architects when it was discovered that the new "Dreadnought" had twice the smashing power of a "Lord Nelson."

In an imaginary conflict between two such vessels, the "Lord Nelson" would have the advantage in rapidity of fire; she could discharge every sixty seconds a broadside of 19 shots weighing 9,100 lbs., while a "Dreadnought" broadside comprised but eight shots, or 6,800 lbs. But the "Lord Nelson's" battery was made up of guns of varying weight, while the "Dreadnought" carried only big guns. Thus, were these two vessels to engage in combat at four mile range, only four of the "Lord Nelson's" shots could with difficulty pierce the eleven inch armour protecting the vitals of the "Dreadnought," while eight of the "Dreadnought's" projectiles could easily pierce the nine inch armour of the "Lord Nelson." Now, since in speed the "Dreadnought" had the advantage of three miles an hour, it followed that in an engagement it would fall to her to determine what distance should separate the combatants. If the "Dreadnought" chose to keep the full distance of four miles, her batteries could pour a broadside of 6,800 lbs. per minute into the "Lord Nelson,"

while the "Lord Nelson" could retaliate with but 3,400 lbs. of effective fire in the same period of time. Hence the undoubted advantage of the "Dreadnought" over the "Lord Nelson" was in the ratio of two to one and there could be—barring accidents—but one outcome of such a contest.



**The World's Dreadnoughts, built since 1906.**

The first "Dreadnought" was commissioned in England in 1906. It was not long before naval experts throughout the world recognized her superiority over anything else afloat. From that time onward, the nations of the

world devoted themselves to the building of All-Big-Gun ships, upon which their main reliance was placed. By the end of 1913, there were, built and building, no less than 160 capital ships all of them equal and many superior in fighting power to the original "Dreadnought."

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### **SUPER-DREADNOUGHTS.**

**"St. Vincent" type, (Vanguard),** But development in battle-ship construction did not terminate with the "Dreadnought." Each successive  
**Program of 1907.**

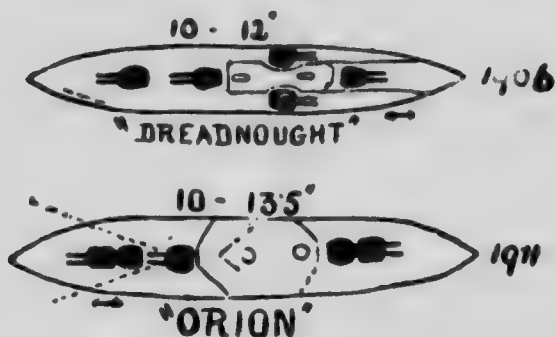
annual program, announced by the British Government, has brought into being a new type, superior to its immediate predecessors. To-day, the original "Dreadnought" may almost be classed as obsolescent. The program of 1907 produced three ships of the "St. Vincent" type with ten 12 inch guns, a better secondary armament than the "Dreadnought" and a 10 inch armour belt.

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**H.M.S. "Neptune,"** The program of 1908 added to the fleet the "Neptune,"  
**Flagship, and line.** slightly heavier in armour than its predecessor of the previous year.

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**H.M.S. "Orion."** The program of 1909 gave the British Navy six ships of the "Orion" class. These vessels had larger guns (13.5) and they were protected by thicker (12") armour than the "Dreadnought."



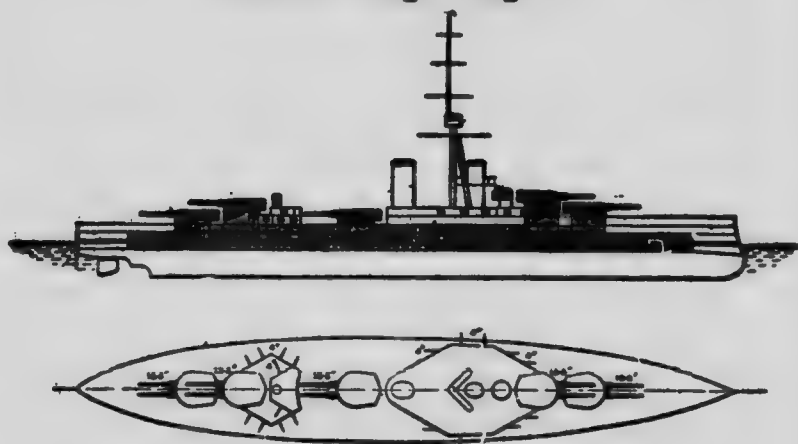
The "Orion" has her big guns in turrets along the centre line so that they can all be fired on either the port or starboard broadside. This gives her a superiority of two big guns over the "Dreadnought."

#### H.M.S. "King George V.

The 1910 program added to the British Navy four battle-ships of the "King George V"

class. They carry ten 13.5 inch guns as primary armament, sixteen four inch guns as secondary armament and are protected by a belt of Krupp steel 12 inches thick.

#### H.M.S. King George V.





The plan of the "King George V" is well worthy of careful study since it represents the latest addition to the fleet in commission to-day.\*

**Battleships at Sea.** Battleships of like power and speed are grouped together into Divisions and upon them Britain relies for home defence and for delivering the final blow that would determine the fate of the Empire.

### THE BATTLE CRUISER.

Concurrently with the development of the battleship there has come into use what is known as the battle-cruiser. This is also an all-big-gun ship.

#### SEVEN POINTS TO BE CONSIDERED WHEN DESIGNING A BATTLESHIP.

1. Gun power equal to any probable adversary.
2. Armour capable of enduring sustained gun-fire.
3. Sufficient speed for successful manœuvring.
4. Adequate coal endurance.
5. Adequate endurance as to ammunition.
6. Good quarters for officers and crew.
7. Good sea-keeping qualities.

ADMIRAL HENDERSON.

In the case of the battleship, emphasis is laid upon the necessity for the greatest gun power and the most efficient protective armour; speed is a

\*This was written in January, 1914

secondary consideration. The battle-cruiser carries fewer big guns, has lighter armour, but develops greater speed and usually has much greater fuel endurance. The battle-cruiser can, if need be, lie in the firing line with the other capital ships, but she can do more, she is able to pursue and to annihilate the strong ships of the opposing fleet. The first

**The "Invincible"  
type of Battle-  
Cruiser.**

of the modern battle-cruisers were known as the "Invincibles." They had a speed of 28½ knots an hour, carried

eight 12 inch guns and were protected by a seven inch Krupp armour steel belt.

**H.M.A.S.**

**"Australia."**

Next came the "Indefatigables." To this class belong the "Australia" built by John

Brown & Co., at Clydebank and the "New Zealand"

**H.M.S.**

**"New Zealand."**

now on Imperial Service in Atlantic waters. These two ships have a speed slightly

exceeding 29 knots per hour.

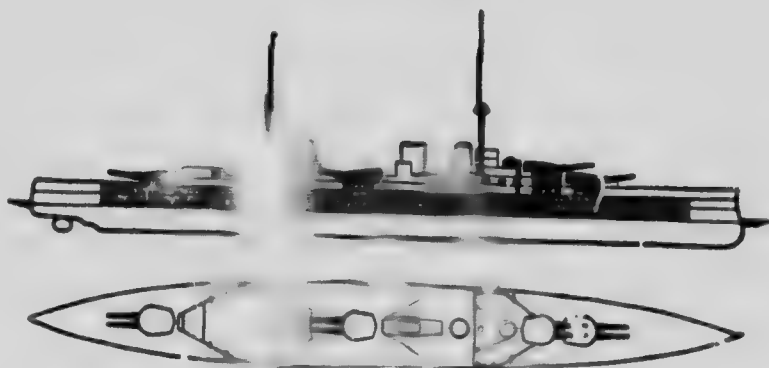
**H.M.S. "Queen  
Mary" Battle  
Cruiser.**

The latest and most formidable of the battle-cruisers in service is the "Queen Mary," commissioned in September,

1913. She is one of the most costly ships in the British Navy and contains every latest contrivance. The "Queen Mary" is 50% heavier than the original "Dreadnought," 170 feet longer than that vessel, and, in a race from Liverpool to New York, could give the battleship 24 hours start and overtake her before reaching Sandy Hook.

A glance at her plan will show how much finer are her lines than those of a battleship.

H.M.S. QUEEN MARY.



### **Discharging a Big Gun Broadside.**

The "Queen Mary" is to be seen the latest development in fire control. From a steel-protected platform at the apex of the tripod a simultaneous broadside can be fired from her eight 13.5 inch guns. Such a broadside, weighing 12,000 lbs., would pierce 11 inch armour plate at six miles range, in fact, it would annihilate three out of four of the battleships afloat today.

### **CAPITAL SHIPS OF THE NEAR FUTURE.**

The question may here be quite naturally asked—why does Britain continue to build each year more formidable ships? Why is she not content with such vessels as the battleship "King George V" for home defence, and the battle-cruiser "Queen Mary" for Imperial Service? The obvious answer is that Britain is not alone in the building of super-dreadnoughts. Other nations are making constant

improvement on their designs and Britain must do likewise.



For example, there has recently been built for the Japanese Government the battle-cruiser "Kongo." This vessel, commissioned in August, 1913, has a displacement of 27,500 tons, is 704 feet long, carries eight 14 inch guns, is protected by ten inch armour

**The Japanese Battle-Cruiser "Kongo."**

and can cover 750 miles in 24 hours. She is the equal if not the superior of the "Queen Mary," her guns being slightly more powerful. So long, then, as other nations seek to add ships of superior fighting power to their navies, the British Admiralty must continue to study how they may improve upon the designs already in use.

## BATTLESHIPS UNDER CONSTRUCTION IN GREAT BRITAIN, JANUARY, 1914.

### Program of 1911-12:

Iron Duke.....	}	To be completed early in 1914.
Marlborough.....		
Delhi (Emperor of India).....		
Benbow.....		
*Tiger.....		

### Program of 1912-13:

Queen Elizabeth.....	}	To be completed in Oct., 1914.
Warspite.....		To be completed in Mar., 1915.
Barham.....		
Valliant.....		
(Malaya)		

### Program of 1913-14:

Royal Sovereign.....	}	To be completed in Oct., 1915.
Royal Oak.....		
Resolution.....		
Ramillies.. Accelerated..		
Revenge.....		

\*Battle Cruiser.

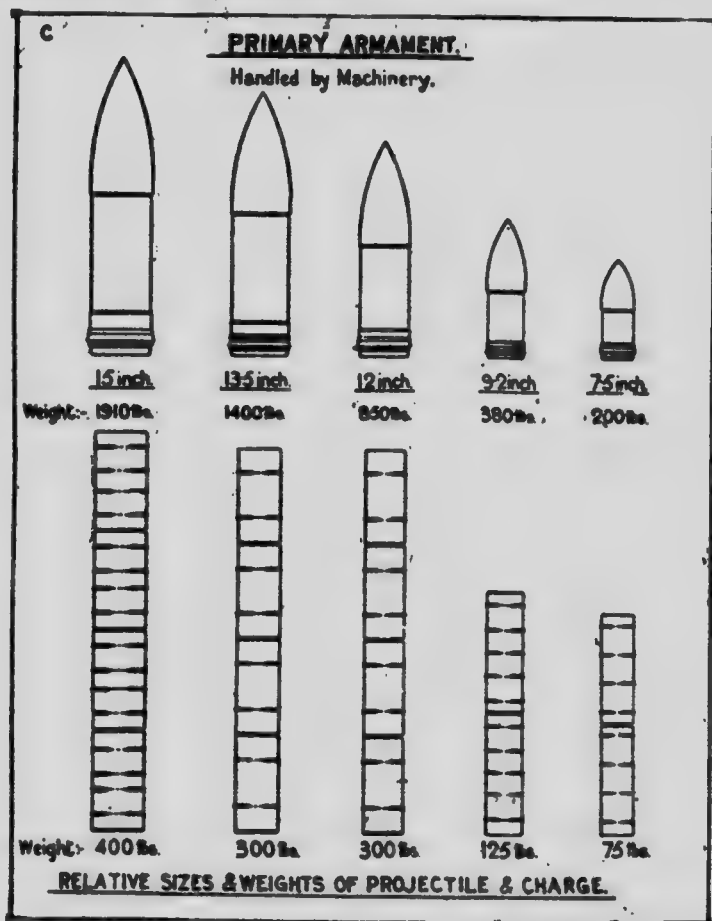
—Navy League Annual, 1913-14, page 344.

Hence we find to-day that fifteen capital ships are being built for the British Navy. As it takes from 24 to 30 months, after the order has been

placed, to complete a battleship, this list covers three Parliamentary Programs. The fifteen ships will be completed, seven in 1914, and eight in 1915.



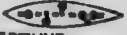

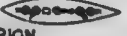



### THE "QUEEN ELIZABETH" CLASS.

Of the ships now building those of the "Queen Elizabeth" class are of most interest to Canadians. This type is midway between a battleship and a battle-cruiser. When commissioned the Queen Elizabeth will be the most powerful fighting machine ever produced.



It is not yet possible to obtain photos or plans of this vessel, but the particulars being known, a comparison of her power with that of her predecessors is possible.

The "Queen Elizabeth" is to be armed with 15 inch guns. Let us see what that means. A 12 inch gun such as used in the "Dreadnought" fires a projectile of 1,400 lbs., but a 15 inch gun such as will be found on the "Queen Elizabeth" uses a 1,910 lb. projectile.

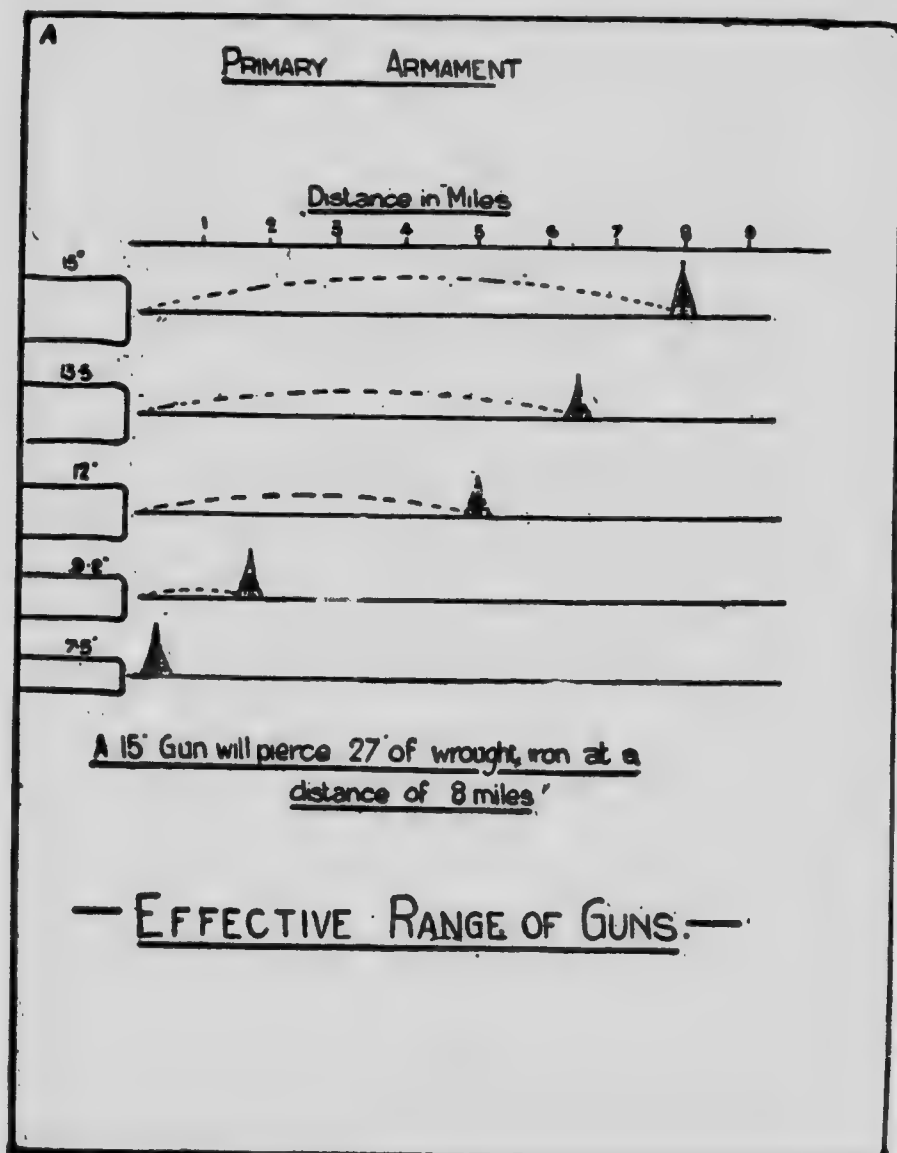
DEVELOPMENT SINCE THE "DREADNOUGHT" 1906 - 1915		
NAME OF CLASS	EFFECTIVE RANGE	WEIGHT OF BROADSIDE
1 <sup>st</sup> Stage  DREADNOUGHT (1906) 10-12in.	5 miles	 6,800 lbs.
2 <sup>nd</sup> Stage  NEPTUNE (1909) 10-12in.	5 miles	 8,500 lbs.
3 <sup>rd</sup> Stage  ORION (1910) 10-13 1/2 in.	6 miles	 12,500 lbs.
4 <sup>th</sup> Stage  QUEEN ELIZABETH (1913-15) 15 in.	7 1/2 miles	 15,600 lbs.

Allan H. Burgoyne M.P.  
Mar. 12<sup>th</sup> 1915

THE "QUEEN ELIZABETH" IS A BATTLESHIP AND  
CRUISER COMBINED, WITH A SPEED OF 25 KNOTS.  
SHE WILL COST £2,500,000.

Again—the broadside of the "Dreadnought" aggregated 6,800 lbs., that of the "Orion" 12,500 lbs., while that of the "Queen Elizabeth" will weigh 15,600 lbs. or more.

The effective range of the 12 inch guns of the "Dreadnought" is between 4 and 5 miles, that of the 13.5 inch guns on the "King George V" about six miles, while that of the 15 inch guns of the





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"Queen Elizabeth" will be nearly eight miles. Think of the tremendous power that will hurl a projectile weighing almost a ton through 27 inches of wrought-iron at a distance of eight miles. As against the "Queen Elizabeth" her predecessors would be as ineffectual as were the Spanish ships at the Battle of Manilla.

**THE ADMIRALTY MEMORANDUM,  
NOVEMBER, 1912.**

**10. The Prime Minister of the Dominion having enquired in what form any immediate aid that Canada might give would be most effective, we have no hesitation in answering, after a prolonged consideration of all the circumstances, that it is desirable that such aid shall include the provision of A CERTAIN NUMBER OF THE LARGEST AND STRONGEST SHIPS OF WAR which science can build or money supply.**

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In view, then, of the rapid advance in battle-ship building, of the superiority of each new type over its predecessor, and of the fact that the British Government is convinced that upon capital ships they must mainly depend in the final and decisive action; seeing that other nations are building such ships in ever increasing numbers, is it any wonder that, when the Canadian Prime Minister asked in what form any immediate aid which Canada might give would be most effective, the answer came back that "such aid should include the provision of a

certain number of the largest and strongest ships which science could build or money supply." To-day, that description means a warship of the "Queen Elizabeth" class—to-morrow it may mean a still more powerful vessel, but if Canada is to effectively aid in Naval defence her money should be spent in building nothing short of the latest and best.

## PART II.

### WHY THESE SHIPS ARE NEEDED AND HOW THEY MIGHT BE USED.

#### INTRODUCTORY—THE CORONATION REVIEW.

**Fleet at Spithead,** It will be remembered that, on the Saturday immediately following the Coronation of King George and Queen Mary, His Majesty reviewed the fleet assembled off Spithead.

**The Royal Yacht, "Victoria & Albert"** Here were drawn up in long parallel lines the fighting ships of the nation. As the Royal Yacht approached the line the fleet saluted. The roar of the great guns was terrific. The King, standing alone on the fore deck of the "Victoria & Albert" received in turn from the bluejackets of each vessel three hearty British cheers.

**Sailors at Salute.**

**The King on the Fore deck.**

On that occasion he was, in fact, as well as in theory, the Commander-in-Chief of the British Navy.

**King George V in Naval Uniform.**

It is the King, then, who is the supreme head of the fleet. But, under a constitutional form of government, he rules in accordance with the advice tendered him by elected representatives of the people.

**Photo, Mr. Asquith.** In this sense the head of the Government of the day is responsible for foreign policy and the power behind it.

**Photo, Mr. Winston Churchill.** In the Cabinet it is the First Lord of the Admiralty to whom is assigned the direct oversight of Naval affairs.

**Admiralty Headquarters on Pall Mall.** He in turn is assisted by a Board of expert advisers known as the Admiralty, who from their headquarters in London, control all matters appertaining to Naval Defence.

**Marconi Map of the World.** Connected by cable and marconi with every corner of the globe, the British Admiralty, knowing the whereabouts of every ship, directs their movements, having always in view the dispositions of a possible enemy and the security of the Empire. As all seas are one and as the fate of the Empire might be decided in any part of the world, so one central authority can alone direct the movements of the fleet.

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### DISTRIBUTION.

From the Navy List of October, 1913, we have taken the figures here given. It will be seen that

# **DISTRIBUTION OF THE BRITISH FLEET** **OCTOBER 1913**

	BATTLESHIPS	BATTLE CRUISERS	CRUISERS	LIGHT CRUISERS & DEPOT SHIPS	DESTROYERS
a. HOME WATERS (HOME FLEET & CHANNEL SQUADRON)	56	4	34	35 LIGHT CRUISERS 2 REPAIR SHIPS 18 DEPOT SHIPS	167
b. MEDITERRANEAN		3	4	4	10
c. WORLD WIDE SERVICE	2		8	17	8
TOTAL	58	7	46	76	185

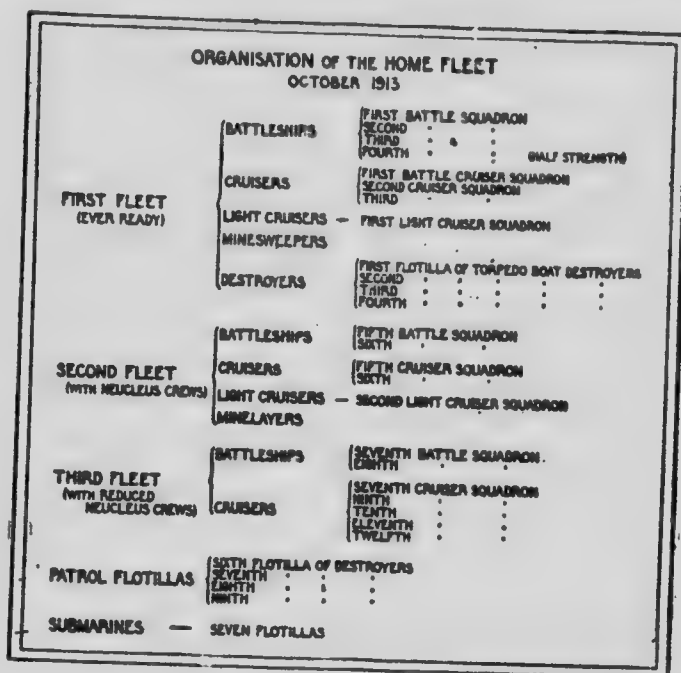
• THIS DOES NOT INCLUDE THE 'NEW ZEALAND' NOR THE AUSTRALIAN NAVY

The Navy List, Oct 1913.

the British Navy comprises 372 fighting ships, exclusive of torpedo boats and submarines. Of these 58 are battleships (old and new), 7 are battle-cruisers, 46 are cruisers of varying size, 76 are light cruisers and depot ships, and 185 are torpedo boat destroyers.

These may again be divided into the Home Fleet, the Mediterranean Fleet, and the ships engaged on World Wide service.

## ORGANIZATION OF THE HOME FLEET.



The Home Fleet is divisible into three classes in accordance with the preparedness of the several divisions for immediate action.

There is the First Fleet, ever ready, with full complement of men and with stores and ammunition aboard, ready to put to sea at an hour's notice.

The Second Fleet has nucleus crews—that is the trained men in the essential positions are ready, but the number of men would require to be increased before the vessel could be ready for active service.

The Third Fleet has reduced nucleus crews—it is well known, however, where and how the balance of the complement can be obtained. Probably within a fortnight the Third Fleet could follow the other divisions.

In the harbours of Portsmouth and Devonport may also be seen ships composing the material reserve, vessels of older design than those now in service—to be called into the fighting line only as a last resort.

It will be noted that ships of like purpose and power are grouped together into squadrons and flotillas. The old idea of a so-called unit—composed of vessels of various classes—is no longer accepted as good tactics.

**1st and 2nd Battleship Squadron**  
**("Sphere").**

Eight battleships, of similar speed and power, form a squadron.

**Fleet at Sea, steaming thro' the Needles.**

In this picture are seen most of the more recent types dealt with in the early part of this lecture. At sea they observe a uniform distance and travel together under the command of an Admiral.

**1st Battle-Cruiser  
Squadron—  
Lion leading.**

Likewise the battle-cruisers, capable of making 27 knots an hour, form the First Battle-Cruiser Squadron. These

ships, having great fuel capacity, are especially useful for Imperial purposes.

**Cruisers Saluting.**

The cruisers also are formed into Cruiser Squadrons of

which, were the navy at full strength, there would be twelve.

**Torpedo Boat  
Attack.**

Torpedo Boats, whose purpose it is to "sting and fly away."

**Torpedo Boat  
Destroyers.**

Torpedo Boat Destroyers and Submarines are all grouped into flotillas usually accompanied by a parent ship.

**Submarines.**

## **THE STRENGTH OF THE FLEET.**









What determines the strength of the British Navy? The sea power of her strongest possible enemy or combination of enemies.

Safe passage on every sea for merchant vessels that fly the British flag is absolutely essential to the life and continuance of the Empire.

The Eight Principal Powers of the world are all building powerful navies.

## FLEETS OF PRINCIPAL NAVAL POWERS

Situation of the Naval Powers in March 1913 in Ships Built, Building, and Projected  
(From the Navy League Annual, Corrected to Date)

		BRITISH EMPIRE	U.S.A.	GERMANY	FRANCE	JAPAN	RUSSIA	ITALY	AUSTRIA- HUNGARY
									
1. CAPITAL SHIPS	(a)	55	19	19	17	9	9	9	4
	(b)	19	9	7	9	9	9	9	9
	(c)	22	19	22	16	9	1	19	12
2. CRUISERS—									
Armoured	(a)	9	4	2	9	9	1	4	9
	(b)	25	11	7	19	9	9	2	2
	(c)	7	9	9	2	9	9	9	9
3. LIGHT CRUISERS	(a)	19	9	9	9	1	9	2	9
	(b)	79	19	49	9	17	3	11	9
	(c)	1	9	9	1	9	9	9	2
4. DESTROYERS	(a)	172	49	97	23	14	94	19	9
	(b)	99	19	49	92	94	79	29	12
5. SUBMARINES		97	47	39	99	17	27	29	14

1. CAPITAL SHIPS.—(a) Modern ships of 10,000 tons or over. (b) Battle cruisers. (c) All other battle-craft.  
2. CRUISERS.—(a) Ships mounting 9.2 inch guns or over. (b) Ships of 9000 tons or over not included in (a). (c) All other heavy protected cruisers.  
3. LIGHT CRUISERS.—(a) Any armoured cruiser not included in Class 2. (b) All other protected cruisers not included in Class 2. (c) All other protected cruisers.  
4. DESTROYERS.—(a) Displacement of over 900 tons. (b) All other destroyers.  
NOTE.—Torpedo gunboats and torpedo boats are included as belonging to the respective types, though there are still many which might render useful service.

While in the statement before us Britain's superiority seems beyond question, it must be remembered that the advent of the "Dreadnought" greatly reduced the fighting value of earlier ships. Reckoned in terms of modern battleships, Britain's navy is none too strong.

**Capital Ships Com-  
missioned by  
Britain and Ger-  
many, 1913 to 1915,  
"Sphere."**

Germany was quick to appreciate the revolution brought about by the introduction of the All-Big-Gun ship. This nation realized that, starting on a parity with Britain in ships of this character, she might hope to build a modern fleet of nearly equal strength. Thus we find



that, reckoned in terms of Super-Dreadnoughts, Britain has in the spring of 1913, 22 ships to Germany's 12; this spring, (1914) she has 29 to 21, and next spring she will have in commission 35 to 23.

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Not long ago, Mr. Winston Churchill proposed a naval holiday. This offer was rejected by Germany.

**Photo, Admiral  
Von Tirpitz.**

Admiral Von Tirpitz declared that the Naval Act of 1912 would be carried out by Germany whatever course

other nations might pursue.

Now British naval authorities are agreed that the British fleet must be 60% more powerful than that of any other power. We

**The German Fleet  
on the High Seas.**

know what the strength of the German navy will be in 1920 for it is set forth in their

Navy Bill. That fleet will then comprise, built and building, 61 capital ships. To maintain the ratio of 16 to 10, Britain must have by 1920 no less than 96 such ships. She must therefore build 4 or 5 more every year.

### WHAT THE STRENGTH OF THE GERMAN NAVY WILL BE IN 1920.

Modern Battleships.....	41
Battle Cruisers.....	20
Small Cruisers.....	40
Torpedo Boats.....	144
Submarines.....	72

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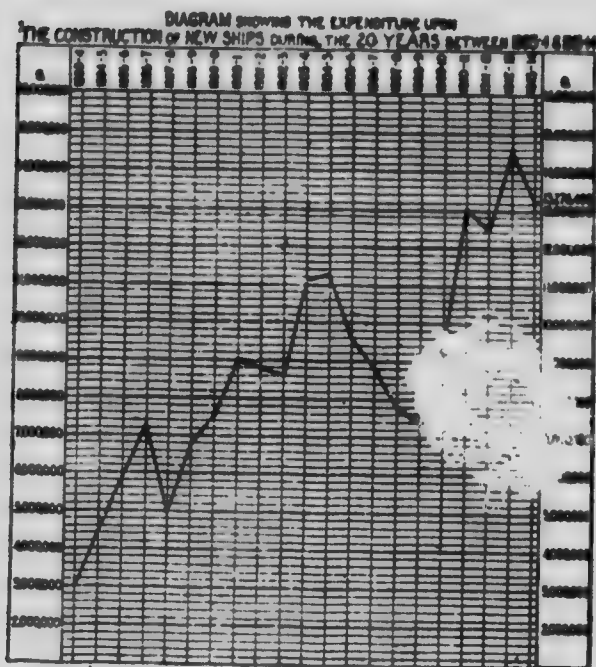
Personnel..... 101,500 men

Four-fifths of the entire German Navy constantly ready for war.—See Admiralty Memorandum, Oct. 25, 1912.

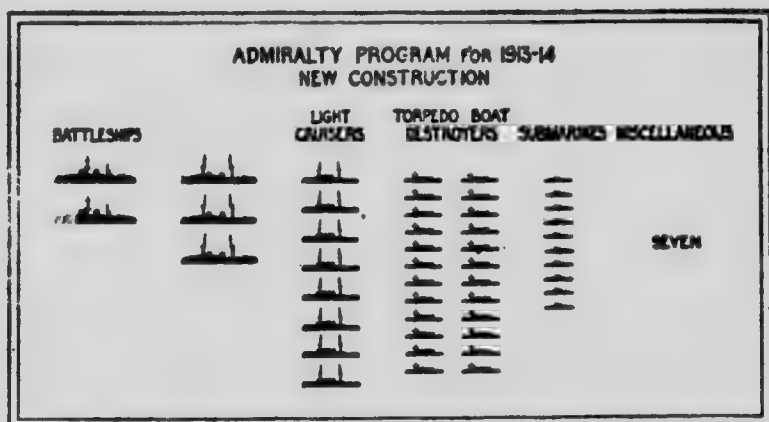
### DOES BRITAIN FEEL THE STRAIN?

Let us consider whether Great Britain, rich and powerful though she be, can indefinitely carry without strain the burden of defending the British Empire. Prior to 1910 the largest sum expended in any given year for new construction was about £11,000,000. It was £7,500,000 in 1908. But,

during the last three years, the expenditure has averaged £15,000,000 or \$75,000,000 per year, and this figure is maintained in the Estimates announced in March, 1914.



The Program of 1913-14 shows that five battle-ships, eight light cruisers, sixteen destroyers, and seven submarines—besides auxiliary craft, costing £15,953,525, were authorized for that year. The British Admiralty regarded this expenditure as absolutely necessary and the British taxpayer feels bound to consent.



A second indication that the British Admiralty feel the gravity of the situation is shown by their policy of concentration—adopted within the past few years and continued to-day. Out of 372 fighting ships no

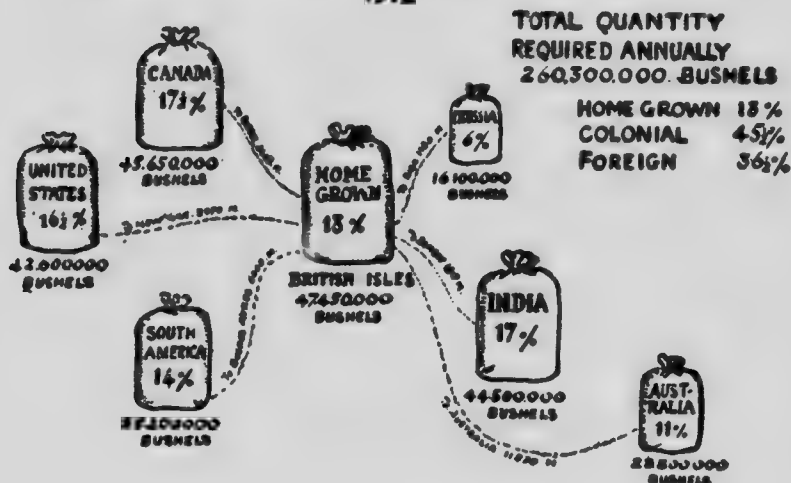
**Concentration in Home Waters, "Sphere."**

less than 316 were in Home Waters in October of 1913. This means that 90% of the fighting strength of the British navy is kept at home leaving but 10% for foreign service.

Britain depends on overseas countries for the greater part of her foodstuffs. The Dominions find in Britain their best market. How these sources of supply are scattered throughout the world may be illustrated by the figures for wheat and flour. Britain grows but 18% of the flour she consumes. 34% comes from eastern sources, 48% from across the Atlantic. The trade routes from these lands must be kept open at any cost.

## BRITISH IMPORTATIONS OF WHEAT--FLOUR

1912



The Mediterranean is the trade route to India and the Pacific. Britain has always, until recently, kept a powerful fleet in Mediterranean waters.

**Map of the World.** The Island of Malta, with its splendid harbour, has been the midway station between Gibraltar and Suez.

**Malta—Harbour of Valetta.**

**Valetta with British Fleet at anchor.** Here in times past many a powerful British squadron has lain.

But a comparative study of the Navy List for 1902 and 1913 will show to what extent the British Mediterranean fleet has been depleted.

**DISTRIBUTION OF SHIPS ON FOREIGN SERVICE  
SEPT 1902 COMPARED WITH MARCH 1913**

		BATTLESHIPS AND BATTLE CRUISERS	CRUISERS	LIGHT CRUISERS	T. B. DESTROYERS	TORPEDO GUNBOATS	SUBMARINES	SLOOP	SMALL GUNBOATS	MISCELLANEOUS
SEPT 1902	MEDITERRANEAN	53	14	2	11	23	4			1 SPECIAL VESSEL
	WORLD WIDE SERVICE	97	7	29	13	6	4	14	16	1 COAST DEFENCE 1 SPECIAL SERVICE 1 DESPATCH VESSEL
	<b>TOTAL</b>	<b>152</b>								
MAR 1913	MEDITERRANEAN	26	1	3	4	10	2	6		
	WORLD WIDE SERVICE	59	6	16	10		3	9	14	1 DESPATCH VESSEL
	<b>TOTAL</b>	<b>85</b>								

WHICH MEANS, THAT  $\frac{2}{5}$  IN NUMBER AND  $\frac{3}{5}$  IN FIGHTING POWER OF THE NAVAL FORCE WHICH, IN 1902 WAS ON FOREIGN SERVICE, HAD BEEN, BY THE SPRING OF 1913, RECALLED TO HOME WATERS.

In September of 1902 there were 152 British Ships on foreign service, in March of 1913 there were but 85. As the more powerful warships had been called home the naval force on foreign service was reduced in fighting power to hardly more than one-tenth of what it was in 1902.

While eleven years before, fourteen battleships were deemed necessary for the Mediterranean, in 1913 there was but one battleship and three battle-cruisers on that service.

When considering Britain's possible enemies it must not be forgotten that Italy and Austria are members of the Triple Alliance. It is conceivable that, in the event of war with Germany, Britain might have to fight their combined fleet as well. As it is to-day—in so far as the Mediterranean is concerned—Britain is dependent upon her ally,

France, to ensure an open sea. France has stationed nearly all her battleships in the Mediterranean and Britain is expected to keep in these waters a reinforcement of adequate strength. Britain's present Mediterranean fleet—with only three capital ships—is obviously insufficient to meet the needs of the situation.

**Britain's Mediter-  
ranean Fleet,  
(Sphere).**

A further indication that the strain is being felt is to be found in the fact that the World Wide Service has been well nigh stripped of fighting ships.

THE WORLD WIDE SERVICE 1902 COMPARED WITH 1913									
97 SHIPS IN 1902      59 SHIPS IN 1913									
	BATTLESHIPS AND BATTLE CRUISERS	CRUISERS	LIGHT CRUISERS	T.B. DESTROYERS	TORPEDO BOATS	SUBMARINES	SLOOP	SMALL BOATS	MISCELLANEOUS
11 NORTH AMERICA 6 & WEST INDIES	1 0	1 2	5 4	2 0			2 0		
3 SOUTH COAST OF 2 AMERICA (ESQUIMAULT)			1 0				2 2		
5 PACIFIC			3 0	1 0			1 0		
14 CAPE OF GOOD HOPE 3 & WEST OF AFRICA	1 0	6 0	0 2				1 1	6	
10 EAST INDIES 9 (BOMBAY & COLOMBO)	1 0	5 0	0 5				0 4		4 SPECIAL SERVICE
36 CHINA 35 (HONG KONG)	4 0	9 4	0 2	3 10		0 3	7 2	10 13	COAST & PACIFIC DESPATCH VESSEL DESPATCH VESSEL
12 AUSTRALIA 4 (SYDNEY)		7 0	0 3		4 0		1 1		
7 CRUISER SQUADRON		1	6						
FIGURES FOR 1902 — SOLID      FIGURES FOR 1913 — HOLLOW									

Compare the several stations as shown in the diagram, the solid figures indicate the vessels on station in 1902, the hollow figures those in 1913.

It will be seen that all the battleships and most of the powerful cruisers have been called home. Few indeed are the warships which to-day in distant seas show the British flag.

With these facts before us—that the British taxpayer has within the past six years doubled his contribution for warship construction, that British warships which formerly patrolled the trade routes have been called home, that the security of the waterway to India and the Pacific depends upon a foreign alliance—can it be said that no call goes out from the Motherland to her daughters beyond the seas? The conditions demand a putting forth of the united strength of the Empire.

#### **THE UNITED STRENGTH OF THE EMPIRE.**

**"Any action on the part of Canada to increase the power and mobility of the Imperial Navy, and thus widen the margin of our common safety, would be recognized everywhere as a most significant witness to THE UNITED STRENGTH OF THE EMPIRE, and to the renewed resolve of the Oversea Dominions to take their part in maintaining its integrity."**

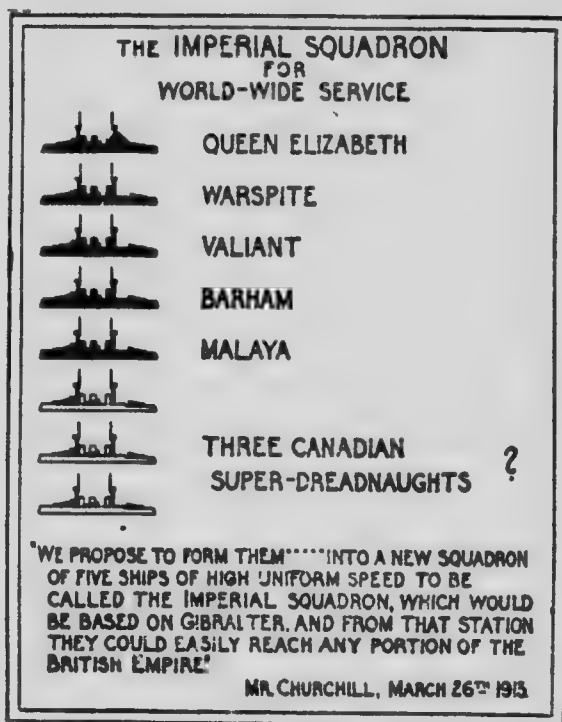
**Admiralty Memorandum, Oct. 25, 1912.**

In the Admiralty memorandum of October, 1912, a dignified intimation was given to Canada that her assistance would be welcomed, provided such assistance would be of such a nature as to increase the power and mobility of the Imperial Navy.



## AN IMPERIAL SQUADRON FOR WORLD-WIDE SERVICE.

We have seen how the Admiralty desired that Canada contribute capital ships. Where would they be used and how would Canadian as well as Imperial interests be served thereby? A suggestion to this point was made in March, 1913, by Mr. Churchill. It was in effect that a new squadron be formed—to be called the Imperial Squadron—that should be



based on Gibraltar—whence it could reach any portion of the British Empire. Ships of the "Queen Elizabeth" type—already described in this lecture—were to compose this fleet. The "Malaya" also

would here be stationed and Canada's three ships would bring the squadron to the full number of eight ships.

### **WHY THE THREE CANADIAN BATTLESHIPS ARE NEEDED.**

... The margin of strength available for the **WHOLE WORLD SERVICE** of the British Empire will not be sufficient after the first quarter of 1916 unless further steps are taken either by the Dominions or by ourselves. From this point of view the reality of the need of the three Canadian vessels can be well appreciated. They would raise the margin of the strength available **FOR THE GENERAL DEFENCE OF THE EMPIRE**, after the main need in Home waters has been met, \* \* \* \* (so as to give) an average of 9 or 10 vessels available **FOR THE WORLD SERVICE OF THE BRITISH EMPIRE.**"\* \*

"It is necessary to make it clear that the three ships now under discussion in Canada **ARE ABSOLUTELY REQUIRED** from 1916 onwards for the whole world defence of the British Empire, apart altogether from the needs of Great Britain in Home waters.\* \*

"If they fail, a gap will be opened to fill which further sacrifices will have to be made without undue delay by others."—Extracts from speech of the First Lord of the Admiralty, March 31, 1913.

The three Canadian battleships were not desired as an addition to the Home Defence fleet.

ships  
er of

Britain can and will protect the heart of the Empire. They were wanted "to raise the margin of the strength available for the general defence of the Empire."

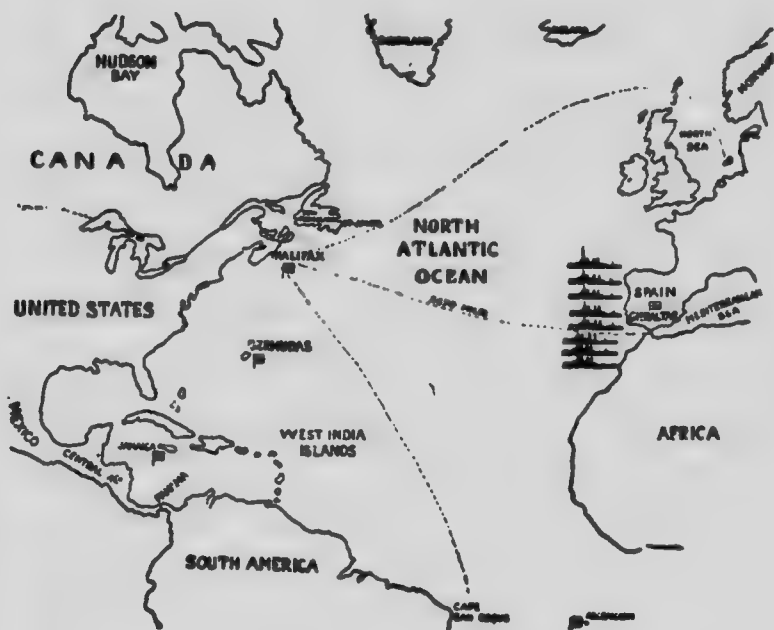
### Gibraltar— The Rock.

As a strategic point Gibraltar is well selected. The rock fortress is an impregnable base

of supply.

### Gibraltar—The Harbour and Boom.

Within its harbour a fleet could safely lie and, if necessary, be refitted for sea.



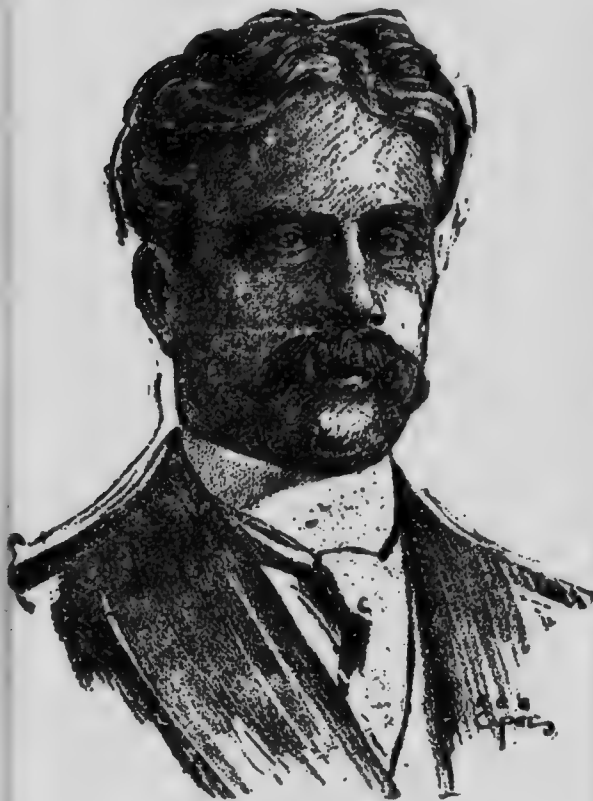
No better scheme than this could be devised for the defence of the shores of Eastern Canada and the protection of our trade routes across the Atlantic. From Gibraltar to Halifax is a distance

of 3,040 miles. A vessel like the "Queen Elizabeth," capable of steaming at the rate of 25 knots per hour, could traverse this distance in five days. More powerful in armament than any battle-cruiser afloat, she could intercept and destroy any possible enemy coming from the North Sea or the South Atlantic. In contributing ships to form a part of such a squadron, Canada would effectively serve both Imperial and Canadian interests.

In a speech delivered on March 17th, 1914, Mr. Churchill declared that the Admiralty still adhered to this plan. If, in addition to three fast battleships, Canada would establish on the Atlantic seaboard stations, docks and repair plants, and would organize a service of destroyers and submarines (which might be built in Canada and manned by Canadians) to accompany the squadron when in Canadian waters, then the Naval question, in so far as the Atlantic is concerned, would be wisely and satisfactorily settled from both an Imperial and Canadian point of view.



## Mr. Borden on Naval Aid



Rt. Hon. R. L. Borden, K.C., M.P.  
Prime Minister of Canada

"Through men not directly responsible to the electorate of Canada our proposals have been defeated for the moment and an increased burden has, for the present, been imposed and accepted beyond the seas. We have every confidence that this defeat is but temporary, and that the duty of Canada will yet be honourably discharged."

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The Prime Minister of Canada believes this plan to be in the best interests of Canada and the Empire. He will persevere until it becomes an established fact. He counts on the active support of all patriotic Canadians to see him through.

## FINALE.

The flag we call the Union Jack is, as is well known, a combination of emblems. First there was the **Flag of St. George.** borne by the ships of the Royal Navy.

Scotland, up to the time of the Union, had her **Flag of St. Andrew.** own flag, the banner of St. Andrew, and when this became merged with that of England we had "The Jack."

**Flag of St. Patrick.** Then the flag of St. Patrick was also incorporated.

So that the Union Jack of to-day is the united **The Union Jack.** flag of the originally separated peoples of the British Isles.

Over a wide-spread Empire this flag floats to-day. English, Irish and Scotch, together with men of many other races are under it, building up British institutions and developing a united Empire.

Scattered as are the British possessions, it is absolutely necessary that the paths across the seas be ever open. In securing this necessity, all those who enjoy the benefits should, according to their several ability, share the burden.

Canadians in this 20th century are too proud to let others bear the entire cost of their defence—when they are well able to assume their just share.

Hence, when the highest naval authority of the Empire, indicates in what manner Canada may give immediate and effective aid, is it not our patriotic duty to accept that advice and fulfil our part?

GOD SAVE THE KING.

## APPENDIX.

On application any of the following citations  
may be procured as lantern slides:—

### BATTLESHIP BUILDING:

#### No. I.

#### WHAT IT WOULD COST TO ESTABLISH A PLANT FOR BUILDING A BATTLESHIP IN GREAT BRITAIN—1913.

(a) Hull—shipyard and construction works £900,000 to .....	£1,000,000
(b) Boiler shops and engine works.....	750,000
(c) Rolling mill, etc., for protective armour.....	1,200,000
(d) Works for manufacture of guns and gun mountings.....	2,230,000
(e) Accessories, such as proving grounds, torpedo and ammunition works.....	450,000
<hr/>	
Total cost—initial outlay, exclusive of works for making plates and angles.....	£ 5,630,000
Or—in Canadian money.....	\$27,400,000
The same plant, if established in Canada at an estimated increased cost of 35%.....	\$37,000,000

J. H.

## No. II.

### NUMBER OF MEN REQUIRED TO BUILD A BATTLESHIP IN GREAT BRITAIN—1913.

Shipyard employees.....	2,000 men
Boiler shop and engine works.....	1,000 "
Armour plate works.....	2,500 "
Gun and gun mounting shops.....	3,500 "
Ammunition and torpedoes.....	1,500 "
<hr/>	
Total.....	10,500 "
British average weekly wage	
30s.....	£819,000 per annum
Or—in Canadian money—	
nearly.....	\$4,000,000 " "
Add approximately one-third	
for higher Canadian	
rates of wages.....	\$5,350,000 " "
J. H.	

## No. III.

### BUILDING BATTLESHIPS IN CANADA.

"Taking the above points into consideration, it is clear that it would be wholly unwise for Canada to attempt to undertake the building of battleships at the present moment. The cost of laying down the plant alone would, at a rough estimate, be approximately £15,000,000, and it would not be ready for four years. Such an outlay could only be justified on the assumption that Canada is to keep up a continuous naval building program to turn out a succession of ships after the fashion of the largest shipyards in Great Britain and Europe."—Letter of Mr. Churchill to Mr. Borden, Jan. 23, 1913.



## No. IV.

### ESTIMATE FOR CANADA.

Annual value of the work which would have to be found to keep in operation on Canadian soil a plant capable of building a battleship:—

Upkeep and depreciation . . . . .	\$2,000,000
Wages—75% of value of output. . . . .	5,350,000
Material—25% of value of output . . . . .	1,335,000
Establishment charges . . . . .	1,755,000
Total . . . . .	<hr/> \$10,440,000

This sum, making allowance for profit and interest, about equals the selling price of a modern battleship. Therefore, to warrant the establishment of such a plant in Canada, our Government would require to order ONE BATTLESHIP ANNUALLY FOR A SERIES OF YEARS—that is to say, to guarantee to expend on battleship construction alone an annual sum—\$10,500,000.

J. H.

## No. V.

### ESTIMATED COST OF A SMALL SHIPYARD IN BRITAIN

capable of building light cruisers, such as the "Chatham," also Torpedo Boat Destroyers and Submarines—unengined but with boilers:—

Plant..... \$2,500,000

Number of men required..... 2,000

Such a shipyard would need sufficient orders to occupy four berths—one Cruiser and two Destroyers annually—that is to say, work to the value of \$3,750,000.

DALMUR.

## No. VI.

### AS TO SHIPBUILDING IN CANADA.

"I have discussed this subject with the Admiralty, and they thoroughly realize that it is not in the Empire's advantage that all ship-building facilities should be concentrated in the United Kingdom. I am assured, therefore, that the Admiralty are PREPARED in the early future TO GIVE ORDERS FOR THE CONSTRUCTION IN CANADA of small cruisers, oil tank vessels, and auxiliary craft of various kinds."

"For the purpose of stimulating so important and necessary an industry, we have expressed our willingness to bear a portion of the increased cost for a time at least."—R. L. Borden, Dec. 5, 1912.

#### Estimated Increased Cost.

	Brit. Cost. Can. Cost. Diff'nce.		
Cruisers, "Town"			
Class.....	\$2,000,000	\$2,750,000	\$750,000
T. B. Destroyers...	400,000	550,000	150,000

## No. VII.

### THE LAURIER PROPOSAL—COST OF TWO FLEET UNITS, BUILT IN CANADA.

#### Construction.

1 Battle Cruiser .....	\$12,906,886
3 "Town" Cruisers .....	6,009,846
6 T. B. Destroyers .....	4,102,600
3 Submarines .....	1,776,333
Sea Stores and Fuel .....	313,413
	<hr/>
	\$25,109,078
2 Fleet Units .....	\$50,218,156

#### Maintenance.

	Annually.
1 Battle Cruiser .....	\$1,013,492
3 "Town" Cruisers .....	1,051,749
6 T. B. Destroyers .....	575,038
3 Submarines .....	189,376
	<hr/>
	\$2,829,655
2 Fleet Units .....	5,659,310

Or interest at 4% on \$140,000,000.

—See letter of Mr. Churchill to Mr. Borden, Jan.  
24, 1913.

# ON THE QUESTION OF SECURING SEAMEN: IX, X, XI.

## No. IX.

### PERSONNEL OF THE BRITISH NAVY, 1913-14.

<b>A. Officers, seamen, boys, coastguard and</b>	
Royal marines.....	146,000
<b>B. Royal Naval Reserve.....</b>	
Royal Colonial Branches.....	1,364
<b>C. Royal Fleet Reserve.....</b>	
Royal Naval Volunteers.....	4,700
<b>Grand Total.....</b>	
	199,708

Maintained at a Cost of, per annum... \$45,000,000

See Naval Estimates 1913-14, pages 81-83.

## No. X.

### ANALYSIS OF THE COMPLEMENT OF THE BATTLE-CRUISER "QUEEN MARY."—1913.

#### Military Branch:—

Officers and men.....	308 or 30½%
Royal Marines.....	83 " 8%

#### Engineer Branch:—

Officers and men.....	530 " 53%
(including 345 stokers).	
Artisan Branch.....	35 " 3½%
All other services.....	51 " 5%

Total.....1,007 " 100%

"The sailors and marines fight the ship, the engineering and artisan branch drive her and the non-combattant branches look after her internal economy."

HENDERSON.

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## No. XI.

### MANNING THE UNITS.

"The Admiralty will, of course, loyally endeavor to facilitate the development of any practical naval policy for Canada; but the prospect of their being able to co-operate to any great extent in manning the units is now much less than it would have been at the time of the Imperial Conference of 1909."

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"The provision of two (Canadian) fleet units would divert from their necessary stations a large number of very efficient officers and men who would have to be lent by the Admiralty."

---

"Looking to the far greater manning difficulties which now exist than formerly in 1909, the establishment of two such Canadian units would place a strain upon the resources of the Admiralty which, with all the will in the world, they could not undertake to meet during the next few years."—Letter, Mr. Churchill to Mr. Borden, Jan. 23, 1913.

## **COUNCIL OF IMPERIAL DEFENCE.**

### **No. XII.**

#### **REPRESENTATION ON THE COMMITTEE OF IMPERIAL DEFENCE.**

**"I am assured by His Majesty's Government that, pending a final solution of the question of voice and influence, they would welcome the presence in London of a Canadian Minister during the whole or a portion of each year. Such Minister would be regularly summoned to all meetings of the Committee of Imperial Defence, and would be regarded as one of the permanent members. No important step in foreign policy would be undertaken without consultation with such a representative of Canada."**  
**—R. L. Borden, Dec. 5, 1912.**

### **No. XIII.**

#### **THE COMMITTEE OF IMPERIAL DEFENCE.**

**"I see no obstacle, and certainly no objection, to the governments of the Dominions being given at once a larger share in the executive direction in matters of defence and in personal consultation and co-operation with individual British Ministers whose duty it is to frame policy here. I should welcome a more continuous representation of Dominion Ministers, if they wish it, upon the Committee of Imperial Defence. We should all be glad if a member or members of those Cabinets could be annually in London."—Speech of the Secretary of State, Rt. Hon. L. Harcourt, Dec., 1912.**

## COMPARISON BETWEEN GREAT BRITAIN AND GERMANY IN THE CONSTRUCTION OF CAPITAL SHIPS, 1905-1913.

### No. XIV.

	1905	1906	1907	1908	1909	1910	1911	1912	1913	
Great Britain. ....	1+3*	3	3	1+1*6+2*4+1*4+1*2*				4	2+3	acc
Dominions. ....								1*		
				12	22	27	32	37	42	Total
Germany. ....		2	2+1*3+1*3+1*3+1*3+1*1+1*						2+1*	
Battle Cruisers				9	13	17	21	23	26	Total

### No. XV.

## WHAT THE OVERSEAS DOMINIONS CON- TRIBUTED IN 1913 IN SUPPORT OF THE EFFECTIVE SERVICES OF THE IMPERIAL NAVY.

India. ....	£147,400 or about \$715,000		
Australia and New Zealand. ....	137,400	"	" \$665,000
South Africa. ....	85,000	"	" 425,000
Newfoundland. ....	3,000	"	" 14,450
Canada. ....	.....		.....
			\$1,819,450

See British Naval Estimates, pages 8 and 9.

No. XVI.

**WHY THE ACCELERATED BATTLESHIPS?**

**"Since I addressed the House on the last occasion, a serious event has occurred in regard to the Canadian ships. The rejection of the Canadian Naval Bill by the Senate of Canada has, for a time at least, deprived us of the aid on which we had counted, and, UNLESS THAT GAP WERE FILLED by further sacrifices of the British Taxpayer, THE GENERAL DEFENCE OF THE EMPIRE, apart altogether from the defence of the United Kingdom, WOULD BE THREE SHIPS SHORT of the Admiralty requirements from the end of 1915 onwards. \* \* \***

**"We have, therefore, accelerated three ships in this year's program, which would not otherwise have been taken till the end of the year."—Mr. Churchill, July 17, 1913.**



## THE TWO POLICIES BEFORE THE CANADIAN PEOPLE.

### FOR THE COMMON DEFENCE OF THE EMPIRE.

"These ships will be at the disposal of His Majesty the King for THE COMMON DEFENCE OF THE EMPIRE. They will be maintained and controlled as part of the Royal Navy; and we have the assurance that if, at any time in the future it should be the will of the Canadian people to establish a Canadian unit of the British Navy, these vessels can be recalled by the Canadian Government to form part of that navy, in which case, of course, they would be maintained by Canada and not by Great Britain."—R. L. Borden—Speech—Dec. 5, 1912.

### FOR THE EXCLUSIVE DEFENCE OF OURSELVES.

"I am happy to say that upon this very question, if defence I needed, but defence I need not, I have my defence in the words coming from the lips of the leader of the Opposition: THAT UNDER PRESENT CIRCUMSTANCES IT IS NOT ADVISABLE FOR CANADA TO MIX IN THE ARMAMENTS OF THE EMPIRE, BUT THAT WE SHOULD STAND ON OUR OWN POLICY OF BEING MASTERS IN OUR OWN HOUSE, OF HAVING A POLICY FOR OUR OWN PURPOSE, AND LEAVING TO THE CANADIAN PARLIAMENT, TO THE CANADIAN GOVERNMENT, TO THE CANADIAN PEOPLE, TO TAKE PART IN THESE WARS IN WHICH TO-DAY THEY HAVE NO VOICE, ONLY, IF THEY THINK FIT TO DO SO. THIS IS THE POLICY WHICH WE HAVE PRESENTED."—Sir Wilfrid Laurier at the Colonial Conference of 1907. See Hansard, Nov. 29, 1910.

